

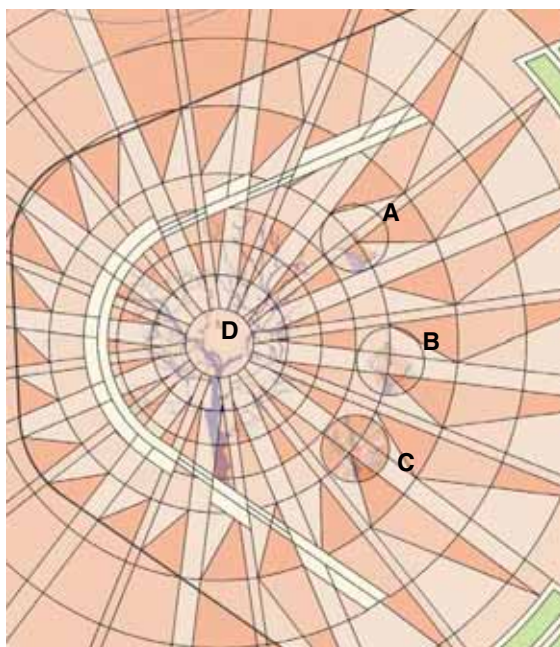
Appendices



- A. Public Art Proposals
- B. Parcel 27 Setback Alternatives
- C. Existing Street Assessments
- D. Schedule of Events

A p p e n d i x A

**Public
Art
Proposals**



Plaza

The fountain will be located in the areas of the watershed illustration



D Potomac and Anacostia Watershed



A L'Enfant Plan - 1791



B McMillan Plan - 1901



C Geological Survey Current

PUBLIC ART PROPOSALS for COLUMBIA HEIGHTS

Jann Rosen-Queralt

Plaza Paving Pattern for Fountain

The Potomac Watershed Basin is a valuable resource to the residents of Columbia Heights. This proposal is to integrate a Map of the Watershed within the central 30-foot diameter circle of paving at the center of the Civic Plaza. Mapping its form as a design overlay on the fountain area of the plaza will focus attention on the Potomac watershed and increase people's awareness of their connection to water in their environment. The map is a beautiful decorative element creating channels in the fountain floor that correspond to the watershed as it moves through the basin. In specific places, parts of the mapped watershed will extend across the Plaza into sidewalk areas. Additionally, three other related maps will enhance the Plaza. These will focus on the Potomac Watershed as it has changed: beginning with a map of L'Enfant's original DC Survey Plan (1791); a map illustrating the MacMillan Plan for DC (1901); and lastly a contemporary map of the District and Watershed from the current year. The Columbia Heights neighborhood is located on each of the maps, to facilitate public understanding of its location within the larger context of the District and the Potomac Watershed.

Mapping of the watershed serves as an ecological educational tool, which reveals information about topography, urban density, and developed land use. Extensions of this idea would be: (1) to capture and direct water runoff which is not re-circulated into the fountain back into landscaping, designing cisterns underneath the plaza for a storage source for landscape irrigation for the Plaza; (2) to color code or mark with a symbol the storm drains along 14th Street and other major thoroughfares in the community, so that residents become more aware of water runoff and its importance; (3) to use native ornamental trees to provide shaded areas around the Plaza; (4) to design drinking fountains on the Plaza so that water, which is not consumed is used for irrigation of the landscaped areas throughout the Plaza.

Community Portraits and Masks

Transformation is integral to contemporary cultural practices of the Columbia Heights community. People are working to better their lives and contribute to their neighborhood. Transitions are being made that involve rituals which celebrate and commemorate public and private life. Examples include birth, death, coming of age, marriage, coronations, or seasonal celebration, which traditionally use 'Masks' that possess spiritual, political, and historical keys to our orientation in the world. It is for this reason that I propose to create a series of images that reveal the connection between people living in Columbia Heights and Masks from their cultural heritages. The ephemeral/evolving quality of transformation is a key to this concept.

The subject matter of the images would represent (1) individual residents from Columbia Heights; (2) groups of residents; (3) ethnographic masks; and (4) ethnographic festivals. These images would be printed on 3m Scotch vinyl that is adhered to square aluminum tubing slipped into an acrylic sleeve so that it is protected from being scratched. The tubing would be put together to form 5' x 8' or 4 x 10' panels that appear to 'flip' or transpose as a viewer walks by. These would be placed in Columbia Heights along 14th Street creating a connection between the Metro Station and Civic Plaza areas, or in areas designated as gateways or thresholds to the community.

Community Wishes

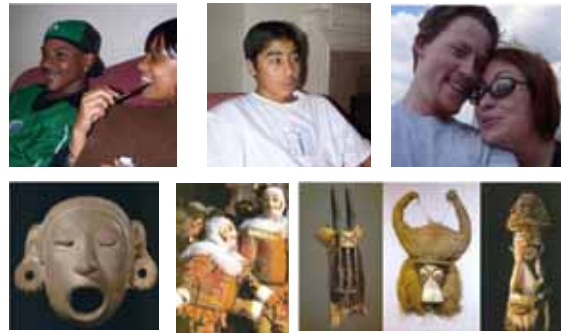
We live in a society where individuality is an important aspiration. The idea that we are individuals as well as members of a greater whole, community is often ignored until a time of need arises. I believe that if there were a way to encourage an awareness of individual similarities, we would have a more cohesive urban environment. An environment based on likeness rather than difference is a goal to strive for. The public recognition of individual wishes and desires is a means to this end.

I have begun this investigation with the youth at the Multicultural Services Center. Four questions were asked. What are your dreams? What are those of a person you admire, such as a parent, guardian, or mentor? What do you desire for the community of Columbia Heights? What do you wish for the world? The answers indicate that a citizen's relationship with his/her community is within reach.

Containers to place wishes in would be a part of the structures in the mask portrait project. Anyone could write their thoughts and put them in the containers. Youth organized by the Multi-Services Center could contact community members of diverse ages, social, economic, and political backgrounds to obtain people's wishes/dreams/desires from all corners of the neighborhood. During the hours of the farmers market, volunteers could gather wishes from the containers and read them. The reading could become a weekly ritual. If embraced by a community center, school, or library it could become an extension of story time when young people are read to aloud or when older children mentor younger ones. This would build creativity, self-expression and self-esteem along with a commitment to community service.

The Columbia Heights Chair

Another way to add character to the Plaza is through the addition of a unique stackable Chair that is inexpensive to produce. It would be light/whimsical/modern in a bright color scheme. This could help to unify the furnishings of the Plaza and could work if (1) all businesses adjacent to the plaza can be convinced to use the same chair and (2) there is a strategy for property security, discouraging theft. The Chairs could be available for daily rental through a form of security exchange to ensure the return of the chairs.



Community Portraits and Masks - Image Examples: Residents, Ethnographic Masks and Festivals



Community Portraits and Masks: Panel Examples and Details



The Columbia Heights Chair



Example of mosaic patterns at seating wall of fountain



Mosaic at seating wall of fountain and bollards



Examples of potential mosaic patterns which may be used to represent the numerous cultures in the neighborhood

PUBLIC ART PROPOSALS for COLUMBIA HEIGHTS

Steven Weitzman
of Creative Design Resolutions, Inc. "CDR"

Design Objectives

Recognizing the important roles of the Columbia Heights Neighborhood and the newly proposed Civic Plaza, as a hub in the community, and a linchpin in the fabric of the surrounding communities, CDR's objectives are to:

- Celebrate the diverse cultural community;
- Create an environment in which the Plaza can serve as a focal point for the continual revitalization of The Columbia Heights Neighborhood;
- Improve the commuter and pedestrian experience along the 14th Street Corridor from the Metro stops past the Tivoli Theater.

Proposal Overview

The proposals for the Columbia Heights Neighborhood begin at the Metro Station, continue down both sides of 14th street, encompass the sidewalk in front of the Tivoli Theatre and highlight the Civic Plaza area.

The incorporation of mosaic treatments on the risers and other vertical faces of the planned curvilinear seating walls surrounding the Plaza will energize and activate this area. These treatments will support the project's theme and will introduce playful, vibrant color into this area. The installation of the mosaics will create a great opportunity to have the residents of Columbia Heights participate in the renovation and revitalization of their neighborhood. Mosaic installation is a fun and educational activity that will be enjoyed by residents of all ages. This opportunity for community participation will generate excitement and interest in Columbia Heights and will, in turn, make the residents feel connected to their neighborhood.

Lighting is a key element in any public space. This proposal offers inventive and artistic solutions to address the lighting needs for The Columbia Heights core area. The installation of a series of "Metro Lights" that begin at the Metro Stations and line 14th Street past the Plaza is a simple, yet elegant, way to illuminate the sidewalk. These lights would tie the Plaza to the two Metro Stations that anchor the Project. The lights would be timed to respond to the arrival and departure of the Metro Trains. This lighting effect will also include a series of bollards that rim the West corner of the Plaza as further protection for the pedestrians. The Civic Plaza is a focal point for the project where people will gather. To emphasize this area as a hub, this proposal includes specialty street lights that would define the space and draw people in. These street lights are inspired by the structure of flowers indigenous to the various countries of origin of the Columbia Heights community. The flower lights would provide shade to pedestrians during the day and would illuminate the Plaza, inviting the residents of Columbia Heights into the area at night.

This proposal also includes translucent lenticular panels which could be incorporated into the facade of the DC-USA building. Thematically, the lenticular design will take imagery from the community wall mural along 14th Street, as well as other images that the team/community would like to include.

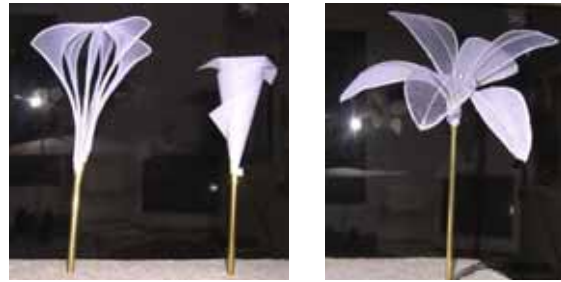
Design Theme

Working in concert with local community members and artisans, CDR will create an exciting mosaic treatment that will charge the space with color and encourage interactivity. The experience created by incorporating mosaic into the vertical surfaces within the planned design will engage pedestrians and will enhance the commuter's experience as well. The theme that unifies CDR's proposed designs is loosely based on the colors and shapes created by the movement of a kaleidoscope. The kaleidoscope theme also inspired shapes of certain indigenous flowers found in the countries of origin of the Columbia Heights residents. The kaleidoscope, with its array of different elements that come together to create many lovely designs, represents the beauty of a diverse neighborhood like Columbia Heights.

Design Elements

Our design solutions for the 14th Street Corridor leading to and from the Metro Station and the Tivoli Theater contain the following elements:

- Bollard design with relay controlled lights placed at 20' intervals on both the east and west side of 14th Street in the furnishing zone of the sidewalk and along the plaza perimeter;
- Mosaic treatment on the wall bordering 14th Street and on the vertical walls of the lawn areas;
- Tension-fabric structure design for five to nine specialty light standards for the Civic Plaza and Metro Plaza; and
- Lenticular wall panels incorporated into the facades of the DC USA project along 14th Street.



Light and Shade Canopies for the Core Area - Study Models



Light and Shade Canopies for the Core Area - Study Models



Potential mural images integrated with the architecture of DC-USA

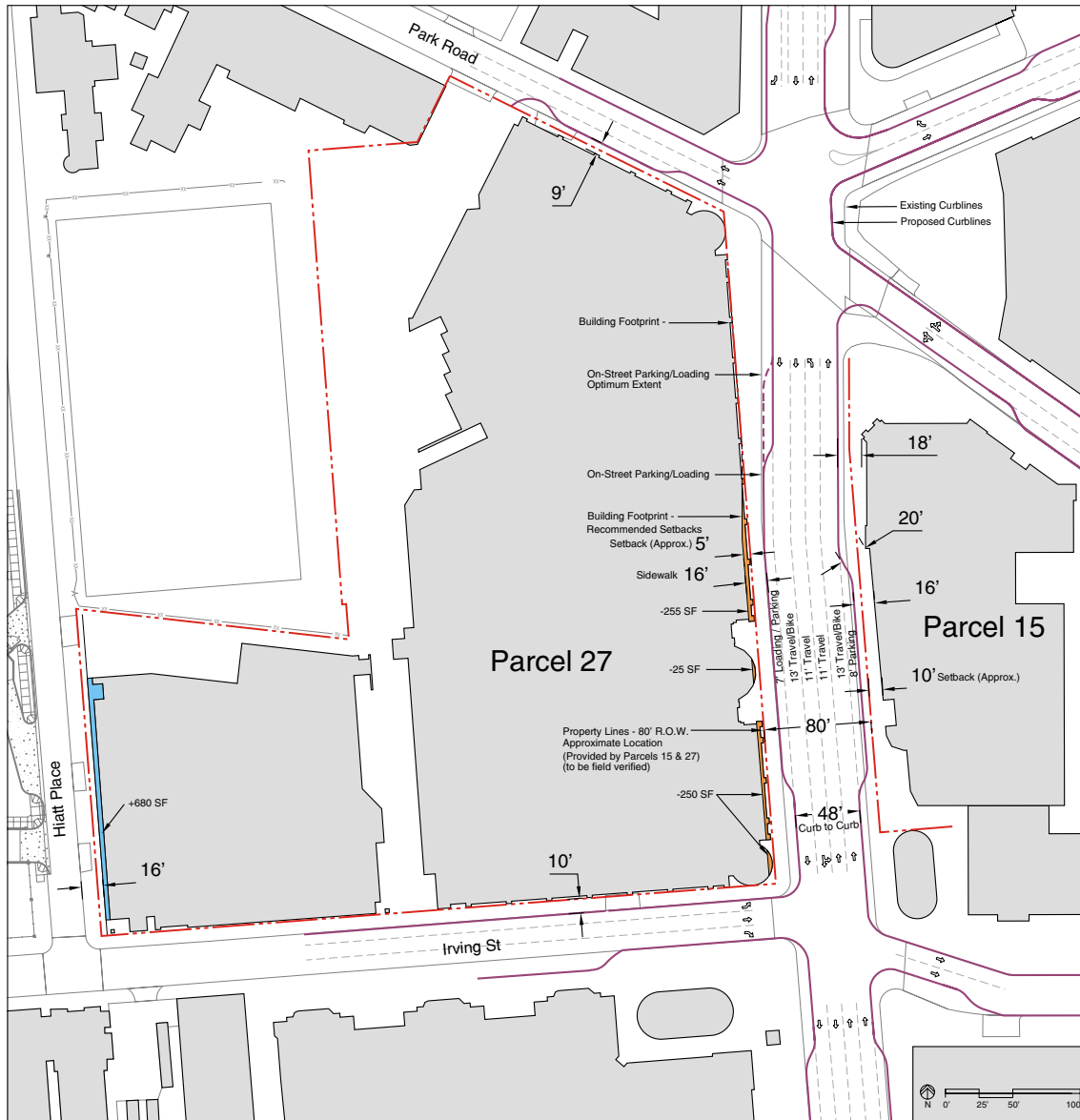
A p p e n d i x B

Parcel 27 Setback Alternatives

PARCEL 27 SETBACK RECOMMENDATIONS

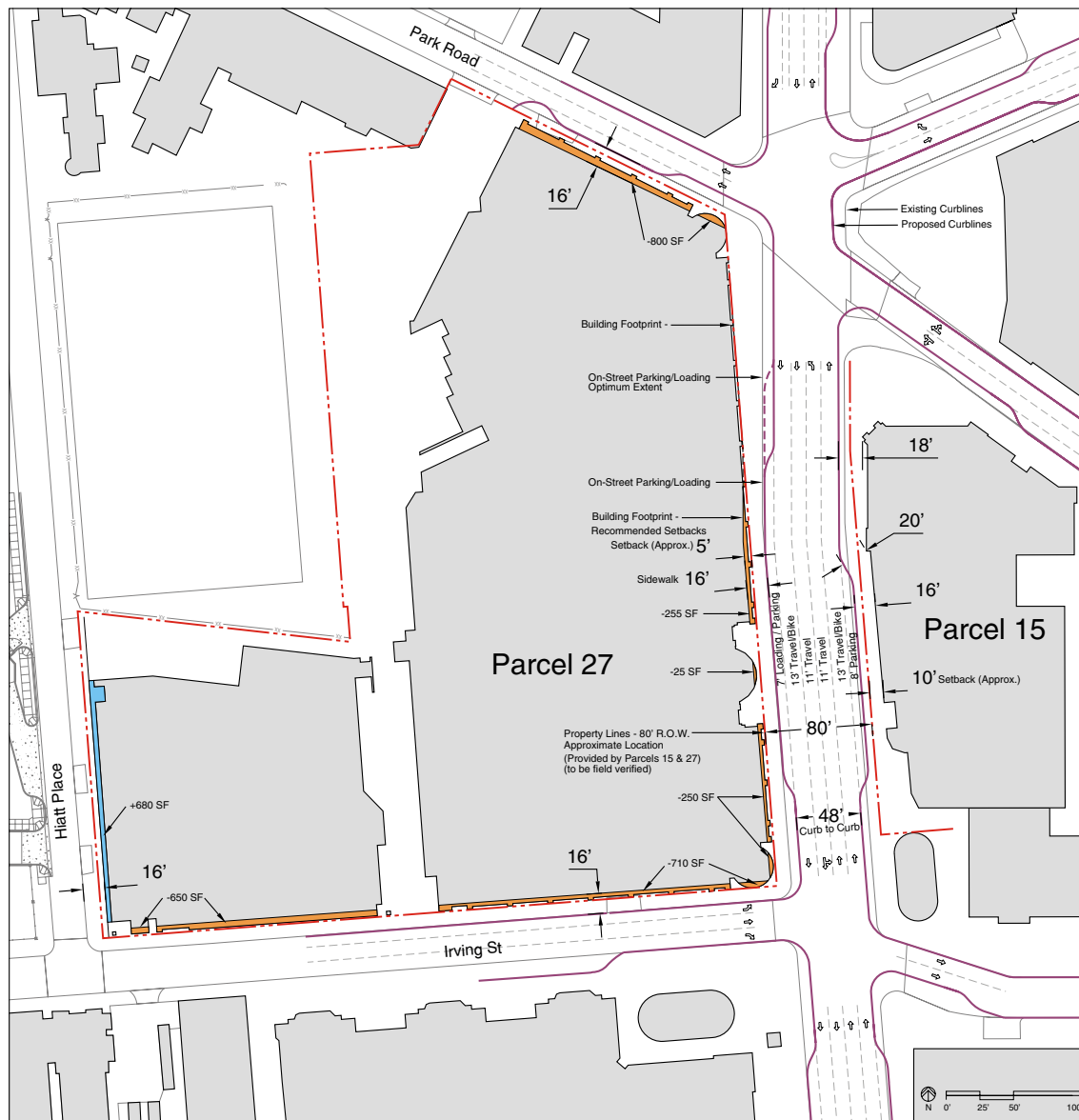
The diagrams below illustrate the recommended setbacks and property impacts for Parcel 27:

- Alternative 1 illustrates a 5' setback along 14th Street to provide the recommended minimum 16' wide sidewalk. The property impact at ground level is approximately 530 square feet.
- Alternative 2 illustrates the setbacks required to provide the recommended minimum 16' sidewalks along 14th Street NW, Park Road NW and Irving Street NW. The property impact at ground level is approximately 2690 square feet.
- Both alternatives illustrate approximately 680 square feet of property along Hiatt Place that exceeds providing the recommended minimum 16' wide sidewalk.



Plan Alternative 1

Note: Property line information to be verified



Plan Alternative 2

Note: Property line information to be verified

A p p e n d i x C

Existing Street Assessments

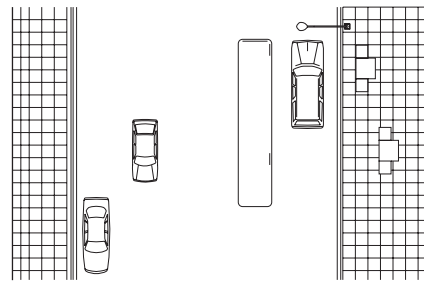
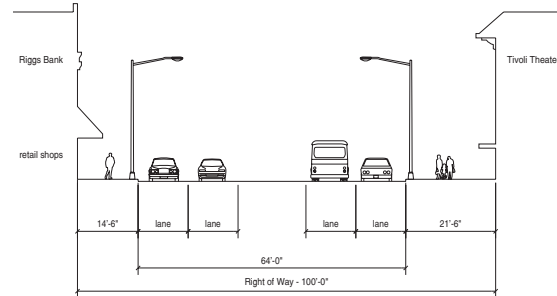


Key Plan

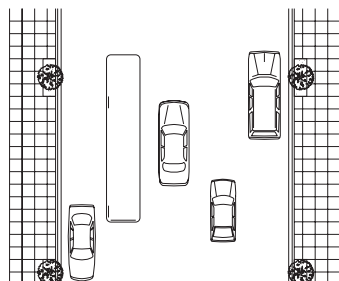
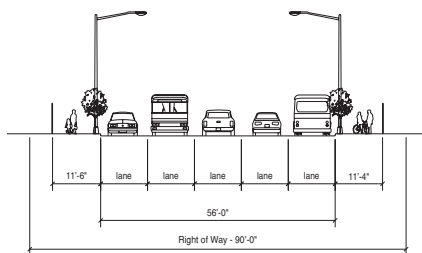
14th Street NW Commercial Corridor Primary Street

Summary of Transportation Plan Preliminary Findings:

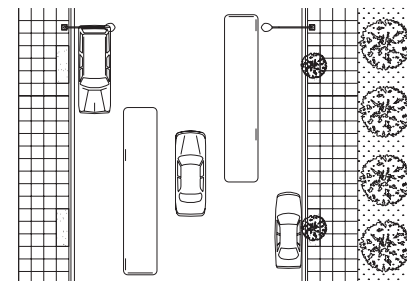
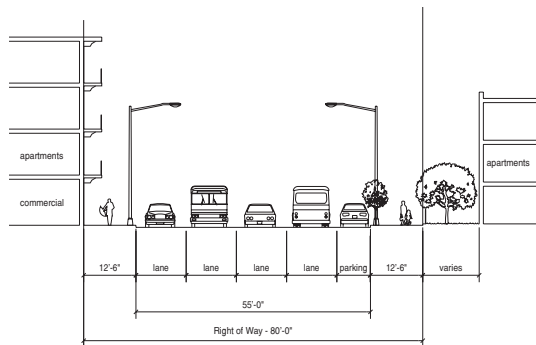
- Significant congestion at 14th/Kenyon/Park intersection
- Highest volume of commuter traffic is along 14th Street
- Bicycle lanes not continuous on 14th Street
- High pedestrian volume on 14th Street - identified as potential safety concern
- Bus shelters are needed on 14th Street



1 14th Street between Park Road and Monroe Typical Section and Plan



2 14th Street between Kenyon and Irving Typical Section and Plan



3 14th Street between Irving and Columbia Road Typical Section and Plan



A Existing Giant Store - Potential Redevelopment Site



B Mixed-Use character and scale



C Pedestrian barriers on 14th St NW



D West side of 14th St NW



E Existing sidewalk conditions along east side of 14th St NW



F High-density residential along 14th St NW



G Metro entrance on southwest corner of 14th and Irving

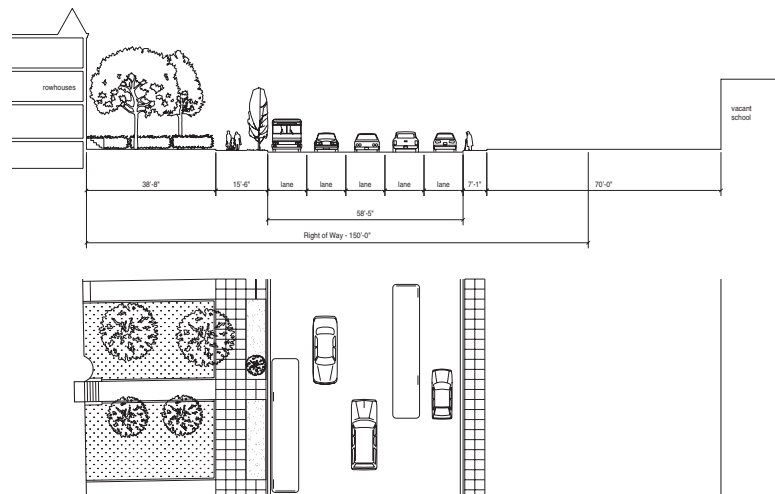


Key Plan

16th Street NW District Connector

Summary of Transportation Plan Preliminary Findings:

- Significant congestion at 16th Street / Park and 16th Street / Columbia
- High proportion of commuter traffic on 16th Street
- Significant number of pedestrian accidents at 16th Street / Irving and confusing intersection at 16th Street / Mt Pleasant / Harvard. Area identified as potential safety concern



1 16th Street between Park Road and Irving
Typical Section and Plan



A Existing sidewalk condition along 16th St NW



B Existing playground



C Entry into neighborhood from 16th St NW



D Fence along school property



E View north to high-density residential

F Neighborhood entry at Columbia Road and Harvard St NW

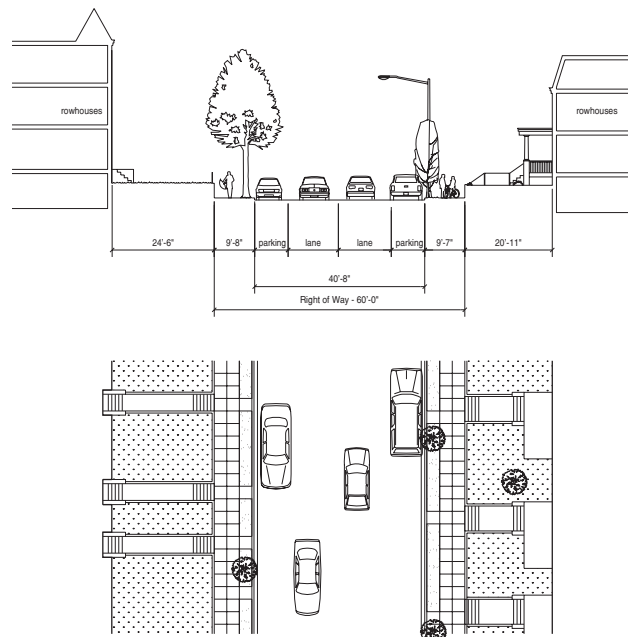


Key Plan

13th Street NW Neighborhood Connector

Summary of Transportation Plan Preliminary Findings:

- Traffic volumes are highest north of Monroe and between Irving and Columbia Road
- Highest number of automobile crashes along 13th Street are at intersection with Columbia Road
- Pedestrian accidents along 13th Street are highest at Columbia Road intersection.



1 13th Street between Irving and Columbia Road
Typical Section and Plan



A Existing sidewalk condition



B Pedestrian entry from east of 13th St NW



C Existing tree well



D Sidewalk adjacent to Tubman School



E Residential character and scale



Key Plan

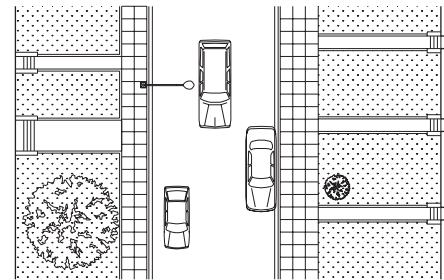
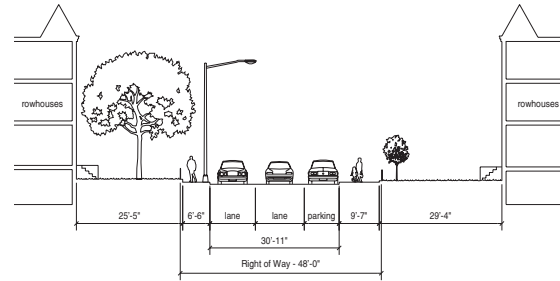
Park Road NW Mixed-Use Secondary Street

Summary of Transportation Plan Preliminary Findings:

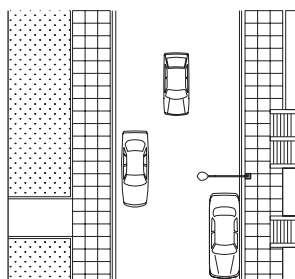
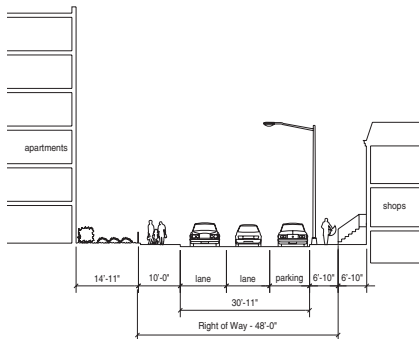
- Significant congestion at Park/Kenyon/14th Street intersection
- Highest number of automobile crashes are at 16th Street and 14th Street intersections
- Highest pedestrian volume in neighborhood at Park/Kenyon/14th intersection

Citizen concerns:

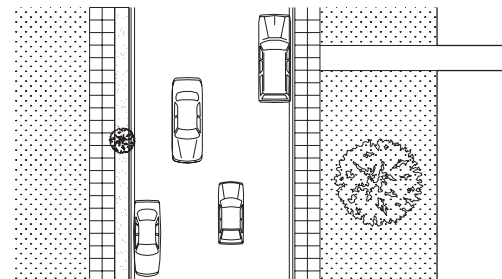
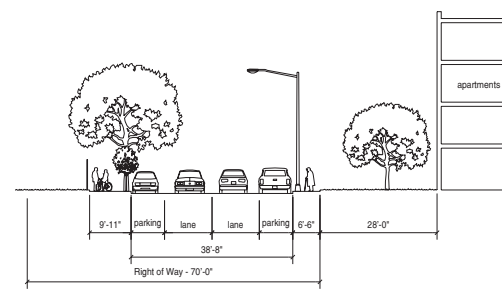
- High pedestrian traffic and lack of trash cans results in littering



1 Park Road between 16th and Hiatt Typical Section and Plan



2 Park Road between Hiatt and 14th Typical Section and Plan



3 Park Road between 14th and Holmead Pl Typical Section and Plan



A Existing sidewalk adjacent to proposed plaza site



B Existing sidewalk adjacent to Tivoli



C Entry to neighborhood from 16th St NW



D Mixed-use character and scale west of 14th St NW



E Mixed-use character and scale east of 14th St NW

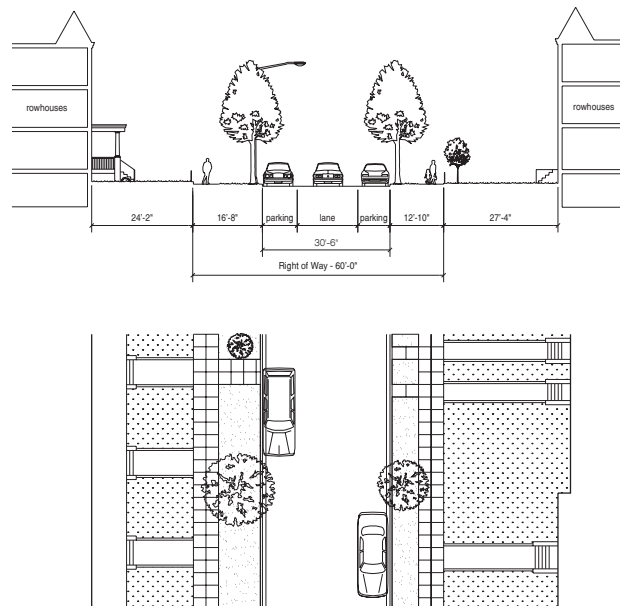


Key Plan

Kenyon Street NW Mixed-Use Secondary Street

Summary of Transportation Plan Preliminary Findings:

- Significant congestion at Park/Kenyon/14th Street intersection
- Highest number of automobile crashes are at 14th Street intersection
- Highest pedestrian volume in neighborhood at Park/Kenyon/14th intersection



1 Kenyon between 14th and 13th
Typical Section and Plan



A Existing sidewalk condition



B Existing sidewalk condition



C Existing tree canopy over street



D Existing sidewalk adjacent to development parcel



E Residential character and scale



Key Plan

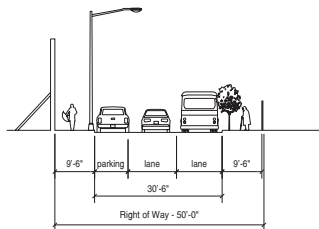
Irving Street NW Mixed-Use Secondary Street

Summary of Transportation Plan Preliminary Findings:

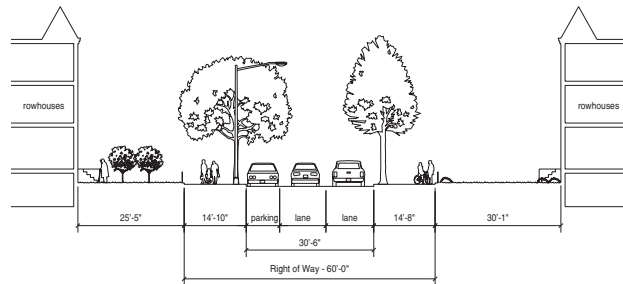
- Highest number of automobile crashes along Irving Street are at 16th Street intersection
- High pedestrian volume and highest pedestrian crashes at 16th Street intersection. Intersection identified as potential safety concern

Citizen Concerns:

- Irving provides primary pedestrian connection between Metro and Mt. Pleasant neighborhood and should be improved.



1 Irving between 15th and 14th
Typical Section and Plan



2 Irving between 14th and 13th
Typical Section and Plan



A Existing sidewalk adjacent to residential properties



B Existing sidewalk near 14th St NW



C Existing tree wells



D Entry into neighborhood at Lincoln School



E Proposed DC-USA site

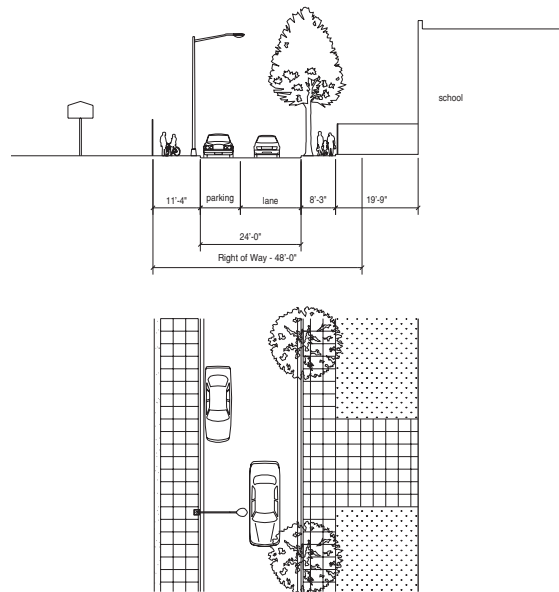


Key Plan

Hiatt Place NW Mixed-Use Secondary Street

Citizen Concerns:

- Lighting and safety should be enhanced



1 Hiatt between Park Road and Irving
Typical Section and Plan



A Existing sidewalk adjacent to proposed DC-USA site



B Entry to Bell School



C Residential character



D Existing street tree canopy



E Sidewalk and fence adjacent to Bell School

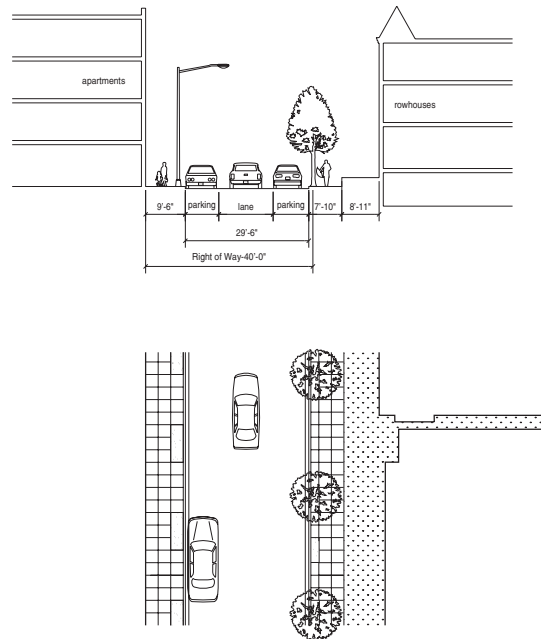


Key Plan

15th Street NW Mixed-Use Secondary Street

Summary of Transportation Plan Preliminary Findings:

- High number of automobile crashes at intersection with 16th Street and Irving Street.



1 15th between Irving and Columbia Road
Typical Section and Plan



A High-density residential



B Sidewalk adjacent to high-density residential



C Neighborhood entry at intersection of 15th, 16th, and Irving Sts.



D Existing sidewalk condition on east side of 15th St NW



E View north of street illustrating fixtures, tree canopy and building scale

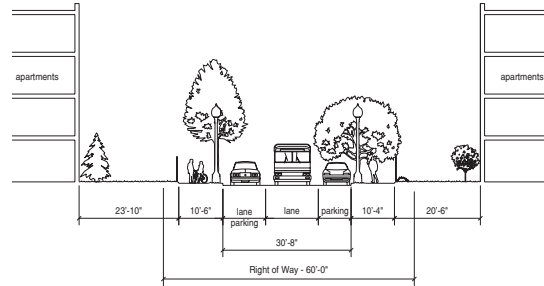


Key Plan

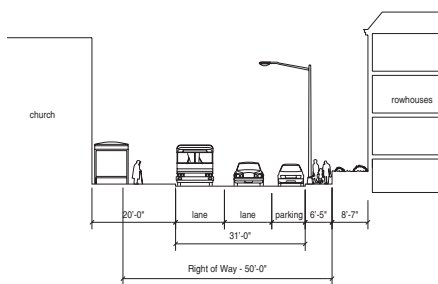
Columbia Road NW Mixed-Use / Residential Secondary Street

Summary of Transportation Plan Preliminary Findings:

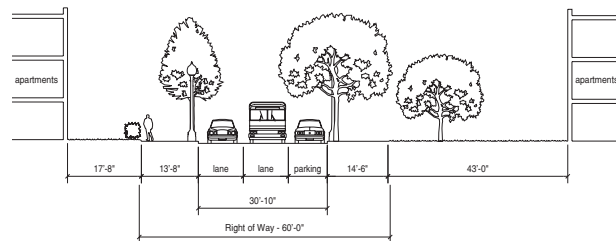
- Significant congestion at 16th Street intersection
- Highest number of automobile and pedestrian crashes on Columbia Road are at 13th Street intersection
- Intersections with 16th and 14th Streets identified as potential safety concerns



2 Columbia Road between 15th and 14th
Typical Section and Plan



1 Columbia Road between 16th and 15th
Typical Section and Plan



3 Columbia Road between 14th and 13th
Typical Section and Plan



A Sidewalk character west of 14th St NW



B Sidewalk character east of 14th St NW



C Retail frontage at 14th St NW



D View toward 16th St NW



E Pedestrian entry from west into neighborhood

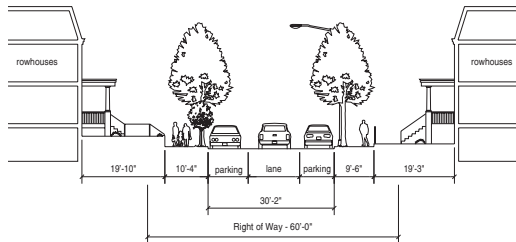


Key Plan

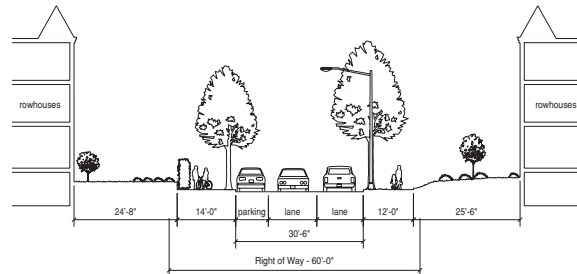
Harvard Street NW Residential Secondary Street Girard Street NW (Similar)

Summary of Transportation Plan Preliminary Findings:

- Highest automobile crash on Harvard are at 16th Street intersection
- Intersection with 16th identified as potential safety concern area



1 Harvard between 15th and 14th
Typical Section and Plan



2 Harvard between 14th and 13th
Typical Section and Plan



A Existing sidewalk condition adjacent to residential property west of 14th St NW



B Sidewalk east of 14th St NW



C Residential character and scale



D Existing sidewalk adjacent to high-density residential



E Future Urban League Headquarters

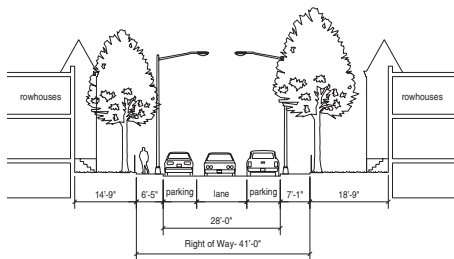


Key Plan

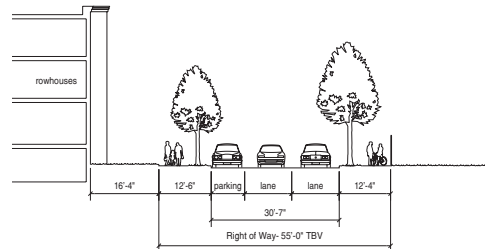
Monroe Street NW Residential Secondary Street Newton Street NW and Holmead Place (similar)

Summary of Transportation Plan Preliminary Findings:

- Highest level of congestion on Monroe is at 14th Street intersection



1 Monroe between 16th and 14th
Typical Section and Plan



2 Monroe between 14th and Holmead Pl
Typical Section and Plan



A Existing sidewalk east of 14th St NW



B Existing sidewalk west of 14th St NW



C Personalized landscaping in tree well



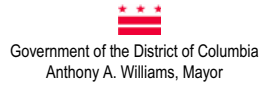
D Residential character and tree canopy west of 14th St NW



E Residential character adjacent to Tivol development site

Appendix D

Schedule of Events



Schedule of Events

Columbia Heights Public Realm Framework and Neighborhood Transportation Plan

Date/ Time	Event	Location
Wed 03/26/03 6:00–8:00PM	Advisory Committee Meeting #1 <i>Meet consultant team; Roles and Responsibilities; review calendar</i>	DCCH Conference Room 3419 14 th Street, NW
Tues 04/08/03 6:30–8:30PM	NCRC Public Information Meeting <i>Update and progress on redevelopment parcels in Columbia Heights</i>	Bell Multicultural High School
Wed 04/14/03 6:30–8:30PM	Community Kick-Off Meeting <i>Introduction of process; review past planning efforts and priorities</i>	Calvary Multicultural Ctr. 142 Columbia Road, NW
Tues 04/22/03 6:00–8:00 PM	Advisory Committee Meeting #2 <i>Public Realm Priorities focus, preview Workshop#1 agenda</i>	Latin American Youth Center
Tues 05/07/03 6:30–9:00 PM	Community Workshop #1 <i>Establish framework for Public Realm Guidelines</i>	Tubman ES
Wed 05/28/03 6:00–8:00 PM	Advisory Committee Meeting #3 <i>Neighborhood Transportation Plan focus, preview Workshop#2 agenda</i>	Latin American Youth Center
Tues 06/03/03 6:30–9:00 PM	Community Workshop #2 <i>Neighborhood Transportation Plan Analysis and Strategies</i>	Tubman ES
Wed 06/11/03 6:00–9:00 PM	Design Advisory Committee Meeting #1	Zimmer Gunsul Frasca Offices
Tues 06/17/03 6:00–9:00 PM	Design Advisory Committee Meeting #2	Zimmer Gunsul Frasca Offices
Wed 07/01/03 6:00–8:00 PM	Advisory Committee Meeting #4 <i>Review Draft Public Realm Implementation and Draft Transportation Recommendations</i>	Latin American Youth Center
Tues 07/08/03 6:00–9:00 PM	Design Advisory Committee Meeting #3	Zimmer Gunsul Frasca Offices
Sat 07/12/03 7:00–9:00 PM	Community Workshop #3 <i>Draft Implementation Strategy and Draft Transportation Recommendations</i>	Tubman ES
Tues 09/23/03 6:00–9:00 PM	Design Advisory Committee Meeting #4	Zimmer Gunsul Frasca Offices
Wed 10/15/03 7:00–9:00 PM	Final Draft Plan Presentation #1 <i>Neighborhood Transportation Plan</i>	Tubman ES
Mon 10/27/03 7:00–9:00 PM	Final Draft Plan Presentation #2 <i>Public Realm Framework</i>	Tubman ES

Acknowledgements

Acknowledgements

Mayor Anthony A. Williams

Councilmember Jim Graham, *Ward 1*

Deputy Mayor Eric Price

Office of Planning

Andrew Altman, *Director*

Toni Griffin, *Deputy Director*

Mitchell Silver, *Deputy Director*

Michael Downie, *Revitalization Planner - Project Manager*

Karina Ricks, *Revitalization Planner*

Vivian Guerra, *Planner for Ward 1*

Department of Transportation

Dan Tangherlini, *Director*

John Dietrich, *Deputy Director*

Ken Laden, *Associate Director*

Tchako Ngandjui, *Program Manager for Wards 1 & 2*

Callistus Nwadike, *Project Manager*

Office of Economic Development

Michael Jasso, *Special Assistant*

Alex Nyhan, *Special Assistant*

National Capital Revitalization Corporation

Ted Carter, *President and C.E.O.*

Simone Goring, *Vice-President of Real Estate Development*

Ruth Uchiyama, *Development Manager*

Arts and Humanities Commission

Sherry Schwechten, *Art in Public Places Manager*

Victoria Reis, *Art in Public Places Consultant*

Advisory Committee (* Also member of Project Design Subcommittee)

Darrell Duane*

George Escobar

Nigel Gragg

Mack James*

Will Jordan*

Lloyd Levermore

David Levy*

Ted Loza*

Ernie Markus

Jack McKay

Elizabeth McIntire*

Lillian Perdomo*

Juan J. Patlan

Primary Consultants - Public Realm Framework

Zimmer Gunsul Frasca Partnership

D. Bartley Guthrie

Otto Condon

Brad Reed

Jason Kasperek

Hannah Galbreath

Nicola D'Sousa

Dustin Crisp

Cambridge Systematics - Transportation Plan Consultants

Robert Padgett

Reena Mathews

Public Artists

Jann Rosen-Queralt

Steven Weitzman

